

PROFIT U. S. SHIPS, SAYS P. A. S. FRANKLIN

Head of International Marine Testifies Before Shipping Board.

MONEY IN PASSENGERS

Rehabilitation of Transatlantic Traffic a Substantial Aid to Company.

DENIES BRITISH CONTROL

Chairman Lasker Seeks Information for Nucleus of a Real American Fleet.

P. A. S. Franklin, president of the International Mercantile Marine Company, was an all day witness yesterday in a special hearing given by the United States Shipping Board at 45 Broadway. Mr. Franklin made the assertion, despite the greater cost of operating steamships under American registry than under the British flag, that of the ten vessels which his company is now operating under the American flag all at the present moment are running at a profit with the exception of two, which are exclusively freight carriers.

This fact he explained as being due to the recent rehabilitation of the transatlantic passenger carrying trade. The fleet of the International Mercantile Marine Company also includes ninety-two British ships and two of Belgian registry, exclusive of tonnage under construction. Eighty-six per cent. of the company's tonnage is under the British flag.

Chairman Albert D. Lasker, before the hearing began, explained that it was expected to enlighten the board to some extent upon the question whether or not the International Mercantile Marine Company, with its preponderance of British tonnage and its contracts with the British Government, is the kind of a nucleus which the Shipping Board can use to the best advantage in the upbuilding of an American merchant marine.

No Large Foreign Holding.

There were assembled to listen to the president of the I. M. M. the entire membership of the Shipping Board, including Senator George Chamberlain, Frederick Thompson, Rear Admiral W. S. Benson, U. S. N. (retired); Meyer Lanser, T. V. O'Connor and Edward C. Plummer, and also Elmer Schlesinger, general counsel to the board.

Mr. Franklin was supported by J. H. Thomas, vice-president of his company; G. F. Ravenel, assistant to the president; J. Parker Kirkin, admiralty lawyer, and also Cletus Keating, as assistant counsel.

The board members were much interested in a chart submitted by Mr. Franklin showing that the International Mercantile Marine Company owns outright all the stock of each of its more important subsidiary companies and that none of such subsidiaries owns any of the stock of the I. M. M. He contended it is manifest, therefore, that none of those subsidiaries, whether British or otherwise, has any control over the International Mercantile Marine.

When his company acquired the White Star Line, the Leyland Line and the Dominion Line, he said, the English owners of these valuable properties sold their holdings outright. "So far as I know," said Mr. Franklin, "there has never been a substantial foreign holding in the company at any period in its history."

After the witness had completed reading a prepared statement he was cross-examined at great length by Mr. Schlesinger and by members of the board. Senator Chamberlain sought to show that, by interlocking directorates of companies in which the I. M. M. is associated, British influences and British personnel, such as Lord Pirrie, might exercise a dominating influence. This Mr. Franklin denied. He agreed to furnish to the board all the company's records without exception.

It was developed that the American International Corporation is the largest individual holder of shares in the International Mercantile Marine and that the latter has a large interest in the New York Shipbuilding Company.

The problem of building up the American merchant marine, Mr. Franklin said, in competition with the fleets of the world is one of hard headed business and not a matter of waving the flag. "The only feasible solution," he said, "is through some kind of subsidy equalizing the differential in the cost of operating American over foreign ships."

History of the Company.
Mr. Franklin had prepared a statement asserting the American character of the company, and tracing its history. This he read into the record. Summarized, the statement brought out the following points:

The company is an American corporation, organized under the laws of New Jersey in 1902. It has outstanding \$51,000,000 of 6 per cent. preferred stock; \$50,000,000 common stock, and \$28,000,000 first mortgage bonds. Since 1902 it has distributed \$36,000,000 in dividends and paid off \$21,000,000 of its bonds. The company's stock books as of August 1, 1921, show 92 1/2 per cent. of its stock is owned by American citizens, 5 1/2 per cent. by Dutch, 1/2 of 1 per cent. by English, 1/2 of 1 per cent. by Canadians, with a few small holdings in Cuba, Denmark, France, Ireland and Norway.

The company was founded by Clement A. Griscom of Philadelphia and Bernard A. Baker of Baltimore, the only Americans who prior to the world war were engaged for many years in transatlantic passenger trade under the American flag. The American Line, the Red Star Line and the Atlantic Transport Line formed the foundation of the company. For nearly half a century before the world war these lines were the only representatives of the American flag in the North Atlantic passenger trade.

LITTLE FOLK ENLIVEN SHIP'S VOYAGE FROM COPENHAGEN

Seven Excitable Youngsters Linked With Rope to Pass Port Routine—One Girl Completes Fifth Round Trip Alone.

A bevy of interesting little folk enlivened the trip of the Scandinavian-American liner Hellig Olav, which docked yesterday at Hoboken from Copenhagen. All were so glad to get to America that they were in a condition of nervous excitement that made many of them jump when they came up from Quarantine, and one mother, Mrs. Olga Gabbesen of Helmar, Ill., most of whose seven youngsters, of ages ranging from 2 to 10 years, were born in this country, strung them along on a piece of clothes-line to restrain them and keep them in sight. That is the way they passed through the port routine.

Dorothy Zarosnek, 7, who was 1 year old and a native of America when her mother took her to Warsaw to see

her grandparents, came back with a tag telling good people to help her to her destination, her mother's home in Chicago. Her mother had left her with her grandparents, and the war came and the mother could not return to Warsaw to get Dorothy. The Travelers Aid Society took charge of her when the ship's officers and passengers regretfully gave her good-bys. She speaks no American, but she said through an interpreter that she was mighty glad to get back to her native land "because where I was everybody was hungry."

Elsie Handworth, 14-year-old daughter of Octavia Handworth, American actress, completed her fifth round trip across the Atlantic alone, acting with the freedom of a veteran, although ostensibly in charge of a stewardess. Her mother met her at the pier.

NIGHT FIRING NOW HID BY FLASHLESS POWDER

Army Ordnance Men to See Tests of New Explosives.

WASHINGTON, Oct. 4.—Flashless gunpowder, making possible night firing without illumination, one of the recent developments of the Army Ordnance Corps, will be demonstrated on Friday at the third annual meeting of the Army Ordnance Association at the Aberdeen Proving Ground, Maryland.

Since the invention and use of smokeless powder, which eliminated the locating of guns in daylight, ordnance experts have been working to prevent similar "spotting" at night. This has now been accomplished, it was learned to-day. Night firings with guns as large as five inches, in which the muzzle was barely visible to observers fifty feet away, have recently been conducted with no more than a momentarily dull red glow and no illumination whatever. This has been accomplished by introducing substances into the powder which when the gun is fired are volatilized, diluting and cooling the hot, inflammable gases. Ordinarily these gases burst into brilliant flames when they meet the air. Salt and chloride of potash, it is said, are two substances used to eliminate the flash. It also has been demonstrated that the report is greatly lessened with flashless charges.

MRS. McCORMICK LOSES HER PSYCHOLOGY GUIDE

Dr. Hartmann Starts Back to Switzerland.

Special Despatch to THE NEW YORK HERALD. CHICAGO, Oct. 4.—Mrs. Harold F. McCormick's guide and mentor along the ways of synthetic psychology—a bushy bearded man, Dr. Josef Hartmann—started back for Switzerland to-day. Mrs. McCormick emerged from the McCormick home on Lake Shore Drive long enough to pick up the professor at the Drake Hotel and to convey him to the Twentieth Century Limited. She was cordial to interviewers, but explained that she was too busy to answer any questions. Later, she intimated, she might have more to say about the new psychology and other subjects.

Mr. McCormick continued his policy of cheerful silence to-day. When asked if there was any truth in the rumor that he intended filing a bill for divorce, he walked away without answering the question.

FIFTY HINDU HOMES BURNED BY REBELS

Two Moplahs Beheaded for Aiding British Troops.

CALCUTTA, British India, Oct. 4.—An official statement issued to-day says refugees report that fifty Hindu houses in Thuvur have been burned by rebel four Hindus and two Moplahs seized and thrown into a well.

The two Moplahs were beheaded for helping the British troops, the refugees say.

TO HONOR UNKNOWN DEAD.

The Seventy-seventh Division, organized reserves, will be represented in the ceremonies at Washington on Armistice Day, November 11, in honor of an unknown American soldier killed in the war. Two companies of infantry, peace-time strength, will go to the memorial, according to Col. J. J. Bradley, chief of staff.

SECEDED DOCKMEN APPEAL TO MAYORS

Strike Loses Force as Fifteen Locals Quit the International Association.

The longshoremen's strike, which began on Saturday when a reduced wage scale was put into effect, lost a good deal of its force yesterday when fifteen of the twenty-nine unions which compose the International Longshoremen's Association voted to secede from the organization. With the strikers thus definitely established as "outlaws," the steamship companies are at liberty to employ other men in their places to bring the strike to a close without violating the agreement with the longshoremen's association.

The strikers who ultimately declared themselves out of the association reached their decision at a meeting at 423 West street where Anthony J. Cholpek and other union officials were in conference with steamship men and employers endeavoring to formulate some plan to get the strikers back to work. Cholpek would not admit last night that practically half the unions which make up the association of which he is head had gone out of it. He said that all the members of nine unions had quit work, but that the other unions which were supposed to be out were not properly represented at the strike meeting and that no action taken there could bind them.

The secessionists, however, are so far in earnest that they have appointed a committee to wait upon Mayor Hylan to ask him to open negotiations with the steamship companies as a friend not only of the strikers but of the plain people at large. Similar action was taken by a union meeting in Hoboken, at which it was decided to ask Mayor Hague of Jersey City and Mayor Griffith of Hoboken to act with Mayor Hylan. The men voted to withdraw from the International Association and form a new organization.

Joseph A. Ryan, first vice-president of the organization, warned the strikers that their best interest lay in returning to work. He said:

"The men on strike are listening to false prophets and to promises that cannot be fulfilled. The action of the employers yesterday in asking for police protection indicates that if the men fail to go back to work the open shop will be put in effect in the port of New York. The men on strike know that they have violated the very principles on which the organization is built. The majority rules and the majority has accepted the wage cut."

Frederick C. Topplin, vice-president of the International Mercantile Marine, said there would be no employment of non-union labor by the steamship companies so long as their agreement with the association remained a fact. There would be men moved to the Chelsea and Hoboken piers, which are short handed, and for a reasonable period their places were open to the men who had struck.

The steamship America of the Italian Royal Mail Line, was berthed at the Bush docks in South Brooklyn yesterday instead of at her pier on the Hudson river. The steamer of the line, which sailed yesterday for the Mediterranean with more than 600 passengers and 450 sacks of mail for Italy, got away without the help of longshoremen, officials of the line, clerks at the pier and the officers and crew of the ship taking care of the loading of baggage and the mails.

SEIZE ARBUCKLE TO-DAY FOR RUM AT PARTY

Whiskey Runner Tells of Deliveries at Hotel.

SAN FRANCISCO, Oct. 4.—Source of a part of the liquor seized to the hotel suite of Roscoe C. ("Fatty") Arbuckle was disclosed here to-day in an affidavit published in the San Francisco Bulletin. At the same time it was announced by Robert McCormack, Assistant United States Attorney-General, in charge of prohibition prosecution, that arrangements have been completed to arrest Arbuckle for alleged violations of the prohibition law when he arrives here to-morrow.

The affidavit was made by Jack Lawrence, who said he was a "whiskey runner." The affidavit coincides with a statement made by McCormack that the liquor came from a grill two blocks from the hotel.

Lawrence in his affidavit said: "On Saturday, September 3, I delivered four bottles of whiskey at the St. Francis and on Monday, the 5th, I delivered twelve more bottles."

FIRE PREVENTION DAY.

ALBANY, Oct. 4.—Gov. Miller, in conformity with the request of President Harding, designated October 9 as fire prevention day in a proclamation made public to-night.

No Slacker City in Job Drive, Harding Warns

Special Despatch to THE NEW YORK HERALD. NEW YORK, Oct. 4.—A. D. Detweiler, Shipping Board paymaster, was

PRESIDENT HARDING made it plain to-day that no city must shirk its responsibility in helping restore business to a normal basis. To callers he amplified the call to the States issued from the White House that the programme of the unemployment conference be the basis for immediate and diligent work everywhere to prevent serious suffering during the coming winter.

Mr. Harding seemed gratified that some cities have responded so readily, but he left no doubt that he wants all city and State governments to join in the movement.

SHIP BOARD \$10,000 SEIZED BY 3 BANDITS

Paymaster Held Up on Way to Hog Island.

Special Despatch to THE NEW YORK HERALD. PHILADELPHIA, Oct. 4.—A. D. Detweiler, Shipping Board paymaster, was robbed of \$10,000 which he was taking to Hog Island this afternoon. The money was the weekly payroll for men guarding the ships tied up at the idle shipyard.

The bandits, in a blue touring car, got the money at 2:30 o'clock in Black's road, near Fort Mifflin, just inside the city line. They escaped in a truck. Before the startled paymaster could react one of the men snatched the bag containing the money, threw it into the car and the three bandits jumped in and drove away. Detweiler tried to get the license number of the car but the tags had been reversed.

SPOKANE, Oct. 4.—Two masked men entered the Spangle State Bank at Spokane, eighteen miles south of here to-day, shot Miss Ruth Jennings, the assistant cashier, in the arm, and escaped with about \$5,000.

Miss Jennings attempted to prevent the robbery and was knocked to the floor and a cloth saturated with a drug was placed over her face. Her wound is not believed to be serious.

BILLBOARD CAMPAIGN TO HERALD PROSPERITY

Rotary Club Raises \$60,000 to Finance Publicity.

The Rotary Club of New York, at a meeting at the McAlpin, raised last night \$60,000 for an outdoor publicity campaign to herald the return of prosperity on 75,000 billboards throughout the United States. Short messages signed by President Harding and his Cabinet will be furnished the posters at cost and union labor will post them, reducing the cost from \$150,000, which such a campaign would ordinarily cost.

It was said the President and his Cabinet had approved the campaign and that Secretary Hoover of the Department of Commerce said nothing could be more timely or of greater value in restoring public confidence.

"BRAN BUG" MENACES GRAIN.

Millions of Bushels in Peril, Say Minnesota Authorities.

MINNEAPOLIS, Oct. 4.—Three official agencies were cooperating to-day to check the spread of the "bran bug," or saw toothed beetle, and "grainary weevil" which is infesting fifty per cent. of the oats arriving at Minneapolis. It is menacing millions of bushels of stored grains in the terminal, according to official estimates.

The pest already has been discovered in three terminal elevators.

15 EXPELLED FOR HAZING.

One Northwestern Student Missing After Class Scrap.

CHICAGO, Oct. 4.—Fifteen students at Northwestern University have been expelled for hazing. Dr. Scott, the president, announced to-day, as an outgrowth of the freshman-sophomore fight ten days ago.

Leighton Mount of Evanston, a freshman who disappeared on the night of the fight, has not been found despite a search by police, detectives, relatives and schoolmates.

SUSPEND DRY CHIEF JAILED AS BRIBER

MacAuliffe Will Be Tried in State Courts in Connecticut.

Special Despatch to THE NEW YORK HERALD. HARTFORD, Conn., Oct. 4.—Thomas F. MacAuliffe, prohibition enforcement officer for Connecticut, who is in the county jail here in default of \$15,000 bail, was suspended to-day. It was announced by Harry Mackenzie, Prohibition Director. Ralph H. Blakeslee has been appointed in his place. Henry J. Calner, MacAuliffe's counsel, obtained a writ of habeas corpus from United States Judge Edwin S. Thomas. Mr. Calner later announced he had decided not to use the writ, but would permit MacAuliffe to go to trial in the State courts. MacAuliffe is charged with accepting bribes from Andrew J. Richardson, former head of the New Britain detective force, and Charles and Samuel Gardini of New Britain.

Arthur Harris, a truckman, was released in \$5,000 bail as a material witness in the case against Richardson and the Gardinis, and went at once to the bedside of his wife, where he submitted to a blood transfusion to save her life and that of a child born this morning. The story told by Harris, according to the authorities, links Richardson with liquor smuggling from New York and has brought a Wallingford police officer into the affair.

Salvatore Variall of New Britain, who was arrested Friday, and two other men, it is alleged, hired Harris to bring fifteen barrels of alcohol from New York to New Britain. Harris, according to the authorities, links Richardson with liquor smuggling from New York and has brought a Wallingford police officer into the affair.

Harris called Richardson from Stamford, it is said, and the detective, a Wallingford police officer in uniform, the Gardini brothers and two other men went to a point just north of Wallingford and held up the Harris truck at the points of their revolvers. Two of the party, it is alleged, impersonated State policemen and made Harris's helper jump down from the truck. Harris is alleged to have informed them that the helper had \$300 in his pocket. They took this, it is alleged, loaded the liquor into another truck and took it to New Britain.

Variall was waiting in Southington for his alcohol, and when it failed to arrive went to Harris's house to inquire for it. He found Harris, according to the story, and became suspicious. It is alleged, of the holdup story. Harris, it is alleged, feared violence and at last admitted to Variall what had happened. Threats of exposure, it is alleged, forced a settlement with Variall.

Hugh M. Alcorn, State's attorney, went to Washington to-day. Robert T. Hurley, superintendent of State police, said further clues were being turned up but that nothing of an unusual nature was expected for several days. There have been sixteen arrests in this county since Louis Winkle, real estate broker, was found murdered in the rear of a saloon in New Britain.



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